PIREPS

A Bi-monthly Newsletter for Nebraska Pilots and Aviation Enthusiasts

'Encourage and Facilitate the Development and Use of Aviation in Nebraska'

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Duncan Aviation: Preserving a Legacy, Prepping for the Future

By Danielle Kavan, Duncan Aviation Marketing Communications Specialist

Duncan Aviation takes the long-term approach when it comes to investing in the company, evidenced by its expansion during the past two years. But along with these forward-looking upgrades, they've also taken a moment to reflect on where the company started nearly 60 years ago.

Greg Whisler & Andy Bajc

Duncan Aviation retired its first Learjet 35 several years ago. Instead of scrapping it, Flight Department Director Andy Bajc and Chairman Emeritus Robert Duncan asked team members to write messages inside the fuselage before placing it on permanent display along the main entrance drive of Duncan Aviation's Lincoln, Nebraska, facility. With Bajc's drive and assistance from Seward Airport Manager Greg Whisler, the Learjet was placed on display at the end of October. This unique time capsule captured the experiences of those who worked on, piloted or flew in this piece of business aviation history.

This summer, Duncan Aviation also added a 175,000-square-foot facility that boasts two 40,000-square-foot maintenance hangars and a 95,000-square-foot office and shop space. This expansion came just two years after the addition of a 45,000-square-foot aircraft paint facility that includes a down-draft bay and several other green options that allow the Duncan Aviation team to do more with less of an impact on the environment.

These developments came in response to requests and needs of Duncan Aviation customers. As the industry continues to shift toward larger business aircraft—a trend fueled by technological advances and increased globalization—Duncan Aviation's previous facilities were unable to accommodate the volume of work its customers require.

New Parking Lot Fixture: LearJet N72DA

"We decided to build now because the size of aircraft we're working on and will continue to work on simply didn't fit well in our previous facilities," says Chief Operating Officer Jeff Lake.

Duncan Aviation's 10-year plan lays out a road map, albeit one that can change and shift in response to the economy and the business and industry environment.

As Duncan Aviation's locations continue to grow in size and number, the company looks to expand into even more capabilities and new global markets.

Change is in The Air!

by Ronnie Mitchell

November 4th turned out to be a momentous day as elections took place and political leadership was impacted by the voters of our country. On January 8th, 2015, we will have a new Governor and 17 new state Senators.

Ronnie Mitchell
Director, NE Dept. of Aeronautics

Change is also taking place at the FAA with NextGen coming online by January 1, 2020. The ADS-B (Automatic Dependent Surveillance-Broadcast) rule mandates ADS-B Out avionics performance when operating within Class A, B, and C airspace, all airspace at and above 10,000 feet Mean Sea Level (MSL) over the 48 contiguous United States and the District of Columbia and within 30 nautical miles of airports listed in 14 CFR §91.225, from the surface up to 10,000 feet MSL.

I have heard that U.S. Representative Bill Schuster, Chairman of the U.S. House Committee on Transportation and Infrastructure has said "everything is on the table" concerning the FAA budget. That will probably include things such as the onerous "user fees" on General Aviation.

Congressmen Tod Rokita and Sam Graves have introduced legislation called the General Aviation Pilot Protection Act (GAPPA) which would eliminate the Third Class Medical and replace it with your state Drivers License so you could legally go fly.

There is also change coming to the way general aviation aircraft will be certified. This new process came from the Aircraft Certification Process Review and Reform Aviation Rulemaking Committee to lower the cost of GA aircraft. They don't need to be certified to the same standards as a jet aircraft, and that will allow much faster and less costly certification passing the savings on to aircraft owners.

Yes, change is in the air and it will happen before you know it!

Merry Christmas and Happy New Year

Changes-Changes-Changes

by Lee Svoboda

Well as you read this article, I will still be in the Great State enjoying the early cold weather. Illness, (not mine), and a death in the family have put me behind the power curve; however, I have reduced the angle of attack and I find that I am now on the positive side of the power curve and gaining altitude.

Lee Svoboda

Believe it or not, I gave out some incorrect information to a CFI candidate. I guess it was my fault because I was using his Practical Test Standard (PTS) and I did not check to make sure he had all the changes. Later, after checking my PTS, I found that a change had made my statement to him incorrect. But remember, there is only one individual that never made a mistake; however, I question his judgment, because I am not sure I would let a couple of guys pound nails through my hands on a Friday afternoon.

Getting back to changes. The Private PTS has six changes ranging from before it was effective till the last one dated 02/28/2014. The Instrument PTS has five changes ranging from 02/05/2010 to the last one dated 09/11/2013. The Commercial PTS has four changes ranging from before it was effective until the last change dated 09/20/2012. There is also an errata sheet dated 07/10/2013 for the Commercial PTS. There are also changes to the Instructor PTS and the ATP PTS.

Now some of these changes are of significance while others are purely administrative like verbiage or spelling changes. A change of significance is in the Commercial PTS where it discusses stalls. Old verbiage reads, "Recognizes and recovers promptly as the stall occurs" to the new verbiage which reads, "Recognizes and recovers promptly at the 'ONSET' (buffeting) stall condition".

It is easy to get these changes because all you have to do is log onto the FAA web site, go to PTSs and it will show you the current PTS with all the changes. When an examiner gets his annual check ride, currency of PTSs is a critical item for the FAA Inspector from the Flight Standards District Office, (FSDO). So you can be assured, the examiner has a current PTS. And yes, examiners get checked as well. I recently got mine.

Bottom line: Instructors, make sure that when you are prepping a student for their practical test that you are using the current guidelines. That makes it so much better for you, your student, and the examiner.

FLY SAFE

Air Show Pilot Certification

by David Moll

Pilots who fly in air shows do not just wake up one morning and declare – "I'm now an air show pilot" – and start accepting performance dates doing that double snap roll on takeoff. It's a little more complicated than that.

David Moll

The International Council of Air Shows (ICAS) has taken control of this segment of aviation with the goal of safety in mind. Throughout the country certain people have been authorized by ICAS as an Aerobatic Competency Evaluator (ACE). The job of the ACE is to review the sequence of the air show pilot to make sure his or her aerobatic routine is safe. In order to be qualified to be an ACE, he or she has to have a superb knowledge of aerobatic energy management so the pilot doesn't run out of airspeed, altitude and ideas at the same time. Being an ACE isn't simply an advisory position because without the ACE's yearly written approval, a pilot is not allowed to fly air shows.

Doug Roth hand propping Harry Barr's Hyperbype

When you start flying air shows, the lowest altitude you are able to fly is 800 feet. After a minimum of 8 shows within 24 months at 800 feet, you can be reevaluated by an ACE to fly at 500 feet. After 12 shows within 24 months at 500 feet, you can be reevaluated by an ACE to fly at 250 feet. For the next 16 shows, and again within 24 months, you are allowed to fly no lower than 250 feet before you can reapply to fly aerobatics down to ground level – or what they call a Level 1 Surface Waiver. In order to fly at the surface level, you must first fly four practice sessions while being critiqued by two ACE examiners, plus you'll have to fly your routine in front of a separate ACE examiner before you can be signed off.

Last year ICAS implemented a new rule that isn't popular among the pilots who do this for fun verses the pilots who do air shows for a living. The new rule only allows an ACE to sign off the same pilot for 3 consecutive years, at which time another ACE must sign that pilot off. Ed Bowes has been the only ACE in Nebraska, Kansas, Iowa and South Dakota for years, but this year he was no longer eligible to sign off the local pilots. Therefore former Omaha native and 2006 U.S. National Aerobatic Champion Debbie Rihn-Harvey was called to fly up from Houston to be the ACE. At the Midwest Aerobatic Club play day in April, Debbie approved Harry Barr, Doug Roth and Ed Bowes after they flew their sequences for the Level 1 Surface Waiver while Jessy Panzer flew her sequence for a 500 ft altitude waiver.

Air Show acts like landing on the top of a car, or even a Comedy Cub act requires a Level 1 Surface waiver. So even though these routines may look easy, there are many years of air shows and practice that has gone into that routine.

"Eat It Raw"

by: Scott Stuart

Scott Stuart

I was a little kid back in the 50's, I mean small. Back then bullying was not something we knew about and tried to stop. I was a good target for two other boys, bigger of course, DM and JS (you know who you are!). Anyway, back then also the term "eat it raw" was meant to throw barbs at another and I learned to "eat it" more than once! But I learned.

Today I encourage you to "eat it raw." I learned again, at Flight Safety in the simulator, that too many of us cannot interpret raw data and safely fly the plane. Flying the full G1000 is easy, flying the plane when it craps out is a horse of a different color! That is why if you check the NTSB site, or the recent Nall Report, that you will see so many, too many, loss of control accidents. And, not just us little guys, but turboprops as well, though not as many of them. Those of us with fancy glass panels must, MUST know how to read and respond to a failed unit or units... There are standby instruments there for just that purpose. Make sure you know what they mean and how to use them/interpret them to fly the plane.

"Fly the plane, fly the plane." It is the rawest of the raw data we can use successfully, and worthy of some hood time, using only those instruments for safety of flight.

Snatched from a recent issue of AOPA: It is said a pilot starts flying with two buckets. One is filled with luck and the other is empty and to be filled with experience. Ah, truly a nugget of truth there. We all can mitigate the learning curve and add that experience to the "bucket" more quickly, with a simple, albeit perhaps unpleasant, check ride with our CFII's to make sure we can save ourselves and our passengers from a bad ending.

It is the Holiday Season; I wish you many more healthy and happy ones. If your Missus asks you what you want for Christmas maybe a couple hours with the CFII would be a winner for both of you! See you there, I am all over this one! Raw is good, unless it is oysters.

Gear Down and Locked?

The Journey Begins...

by Jerry Tobias

Jerry Tobias

"Jerry, you should look into Light Sport flying," Steve Nagel told me last May as we stood on the ramp at the Fremont airport. Steve was there to purchase a 1941 Taylorcraft from Don and Shawn Johnson and fly it back to his home in Columbia, Missouri. This airplane, "the best Taylorcraft available anywhere," Steve said, had been meticulously and beautifully restored by Jim and Greg Kjeldgaard and Jon Ahrens, all of Fremont Aviation.

Jerry Tobias and Steve Nagel

I first met Steve Nagel at an aviation safety conference many years ago. It didn't take much conversation to learn that we had a lot in common. We were in Air Force pilot training at the same time (although at different training bases), we were in Southeast Asia at the same time, and we shared many other similar interests, life priorities, etc. While I was flying for Alaska Airlines and Mutual of Omaha, Steve flew the Space Shuttle four times (twice as commander), trained many of the other astronauts in the STA (Shuttle Training Aircraft), and ran NASA's aviation safety program.

However, Steve and I stayed even more closely connected during the last few years for another reason. When I had to quit flying and undergo various treatments for prostate cancer, Steve frequently checked on and encouraged me. Then, when Steve called me one night a little less than three years ago to tell me that he had also just been diagnosed with cancer, it was my turn to encourage him.

Steve's cancer impacted his FAA medical status, but he still qualified for Light Sport. He had learned to fly in his dad's Taylorcraft when he was young. When his doctors confirmed that his condition was not disqualifying, an LSA Taylorcraft was his natural aircraft acquisition choice.

Steve really enjoyed his Nebraska-resurrected, award winning new Taylorcraft for about three months, but he then had to park it in the hangar. His cancer very suddenly – to use his words – "took off like a house on fire." Little did I know that when he departed the Fremont airport on May 2nd, it was the last time I would see him. Steve passed away on August 21st, and I lost a really great friend.

This article was about why – after nine years on the ground – I have ventured into Light Sport flying. It all started with Steve Nagel. I will write about my own aircraft search and other significant parts of this interesting and personally rewarding journey back into the air in the next issue.

Pondering Final Approach

by Dick Trail

A recent aviation magazine had an article with noted flight instructors arguing how to teach flying the final approach. Do you fly constant airspeed and control flight path with power or do you fly the glide path with pitch and maintain a constant airspeed with power. All agree that flying a stabilized approach is best but how to do it is a question of debate.

Dick Trail

Well this old guy learned to fly in a J-3. It was simple. We pulled the power to idle on the downwind leg and tried to touch down on the end of the runway. Grass runways don't seem to have numbers painted on them. If you had to add power you did it wrong. Too high? Slip a little or a lot.

My next airplane was a sailplane--the term glider is a bit gauche for the purist. No power in that bag of tricks so you aimed long and slipped and/or used spoilers to hit the spot. There I also learned to play the wind. Fly a faster airspeed if you looked short or slow to just above the stall and allow the wind to hold you back and make the approach angle much steeper.

An active instructor with mostly beginning students, I am privileged to ride through approximately 750 approaches and landings a year. It is a time to watch and ponder and learn.

I have evolved to teaching the newbie to fly a constant glide path angle and control airspeed with power. Turn final and put the numbers at a spot a certain distance above the glare shield. In the KC-135 I taught the student to pick out a bug spot on the windscreen and keep it on the numbers until the flare. In the Pipers and Cessnas that I primarily teach in and yes even in my Champ it works the same. Keep that same spot on the windshield all the way to the flare and use power to keep the airspeed constant. Come to think of it that is also how we fly an ILS or WAAS approach; pitch to the glide slope and use power for airspeed. On a coupled approach the autopilot makes its pitch corrections around 60 times a second but we mortals can be a little slower on the power inputs.

Okay, over the years I've observed that while flying the final approach one almost invariably needs to add more power when descending through the last two or three hundred feet before the flare. Why might that be?

Our airplanes are a body in motion in relation to earth. Newton states a mass in motion tends to maintain a constant velocity until acted on by another force. Our airplanes only know airspeed; lift varies with angle of attack which we read as airspeed. Two different worlds that we pilots have to learn to play together.

con't on Pg 7 left column

How Pilot Training Makes Safer Drivers

by Tom Winter

Driving around now in the years after getting my pilot's license, I am aware that my driving has changed, and for the better. I've made a list of the impacts pilot training has made on my driving. It might be worthwhile to share the ways. They fall into three categories: driving, trip preparation, and the checklist. But first, an example you can use every time you're on the highway:

Tom Winter

Look at that semi merging onto the freeway. Is it a factor? Pilots know that if another plane stays on the same spot of your windshield, it's on a collision course with you. This works on the road: if that merging semi stays on the same spot of your windshield, it IS a factor: move over!

Finally in my late fifties I got to a lifelong dream: I have a pilot's license. Get through college, get married, raise a family, get the daughters through college, get the daughters married off, and Quick! Before they start buying houses, get the pilot's license! It was a close thing. I got the FAA Certificate March 17, 2000, and the younger daughter closed on a house (with substantive help from the First Bank of Mom and Pop) March 31!

FLY THE PLANE.

This is, as Ford used to say about "quality," job 1. Pilot training deliberately sets up distractions, because there are going to be distractions. A door pops open, or Tower gives you a new vector, or you're looking for the airport, or you're checking your charts and waypoints and navaids. No matter what, fly the plane. No priority tops it; anything and everything else is secondary.

Accidents would be prevented if this were part of driver training. There are just too many examples of this. I recall in our university town a coed on a bicycle was killed. The driver who hit her had dropped her coffee mug and, while driving a car, was busy looking for her coffee mug! You're driving. Your coffee mug hits the floor. Do you start looking for it? No. "Fly the plane!" In a car, of course, you can actually get safely parked and THEN find your coffee mug.

A young relative of mine has twice rear-ended another car. He is a musician. Each time he was focused on his tape-player. Same thing. Your car music needs attention. Is it a priority? No! Fly the plane. Or this: You're not sure where you're going. You're driving and you need to check the map. Do you focus on the map? No. Fly the plane. Get the car out of traffic and parked. Then check the map. Here the pilot has the advantage over the driver.

A pilot will have to eyeball the chart regularly, but (1) keeps an eye on the horizon, and (2) knows that nobody yet has crashed into air. The pilot is at least 500 feet above the ground (unless over desert) and miles from any other traffic, by law. The driver is on the ground, but perhaps just inches from other traffic.

Aerobatic planes have G-meters. Too tight a turn or too steep a pullout will affect the pilot, or even overstress the plane. I have a G-meter on my dashboard! It is a beanbag seal. If the seal moves, slides, or even falls off entirely, you weren't driving smooth enough. If the seal stays still, the driver of my car has the "seal of approval," and the passengers are not thrown sidewise in a turn, or jerked forward with a stop, and are, even if subliminally, happier. In a car, my "G-meter" is a motivator to patient, rather than impetuous, driving.

LOOK WITH YOUR NOSE

When you're a student pilot, they teach you how to look. Why? A collision on the ground might just be a fender-bender, but a collision in the air kills everyone in both planes. If your nose isn't aimed at it, you may not be seeing it. In spite of what your brain keeps trying to tell you, your eyes don't really get the whole panorama. You can prove this to yourself; focus on the 'o' in "prove." Notice that the letters around it are just a blur. Your sharp vision is just in the center. To "see and avoid" other air traffic, you must keep a scan going; "keep your head on a swivel" is the universal pilot mantra for avoiding mid-airs. It's not a smooth sweep, but is pulsed: Look, move your head a few degrees, look, move your head a few degrees, look. Then back the other way.

Once the woman who hit the bicyclist (me) actually said "I never saw him until he was on the hood of my car." After my pilot training, I understood that. Anne Schutte, professor of psychology at my university, explained this to me once: when your eyes are in motion, you are blind. Example, shift your eyes from A to C and if something changed at B, you don't see it. If you do not do the pulsed scan, there is lots that you don't see. I hope you're not driving not seeing!

PLAN EVERY FLIGHT.

Since being a pilot, this has become the most overt change in my ways. I found myself writing down the address, finding the street in the map pages of the phone book, (more recently on the web) and writing down the turns and streets. Instead of time lost, it is time saved, because route problems are solved at home, at the dining room table, instead of at the wheel while moving down the road. Before, we would just get in the car and go. Then we get close to where we're going and realize we aren't sure, and we become a traffic hazard. Frogging around trying to figure out where you're going is a preventable distraction.

To be con't next issue .....

AOPA Safety Meeting

by Jess Banks

Bellevue West High School hosted the Safety Meeting presented by speaker Mark Grady on October 8. Perhaps you've never attended one of these meetings or listened to Mark as he proclaims he is the only pilot with 6,500 hours in a Cessna 152 as he was an airborne TV traffic and weatherman in Raleigh, NC for many years. But more importantly he is an excellent speaker who backs up his presentation with often humorous and descriptive comments that reinforce his topic while keeping his audience alert and waiting for more.

Mark Grady

Mark began his presentation with a quote from Mark Twain who said: "A lot of folks talk about the weather, but no one does anything about it." So what source do you use to get a weather briefing prior to flight? The approved source Mark said, was Lockheed Martin at 1-800-WX Brief or www.1800wxbrief.com. You may also use DUAT.com for weather and filing of a flight plan. There are many other sources for a weather briefing but most of them are experimental and do not provide an "official" briefing.

Mark talked about visual flight rules (VFR) and instrument flight rules (IFR) but most of his discussion would apply to an IFR pilot. For instance, how do you choose an IFR alternate? The questions a pilot should ask are: how big is the weather system, are the minimums too low for the instrument approach, what is the runway length, is there a tailwind, what about a wet or slick runway? And while you're considering an alternate what about fuel requirements and what your minimum fuel should be and when do you declare a fuel emergency? What about fog or icing? Did you look at the temperature/dewpoint spread? If there is a 2-5 degree centigrade spread you should be aware that weather can change rapidly. If the spread is 0-2 centigrade you should anticipate low ceilings, low visibility and precipitation.

He stated there are three types of fog: bad, worse and impossible! It's also common for winds to be different at pattern altitude than on the surface and darkness compounds weather problems! So you're at night, a crosswind and possible windshear, you overshoot final and cross the controls correcting back. The controls are crossed, a spin occurs which is uncorrectable with the low altitude!

For the VFR pilot don't count on a 180 degree turn in instrument meteorological conditions getting you into VFR weather. Humans are prone to judgment errors and weather holds traps for unwary pilots. Weather accidents are 50% lethal during daylight conditions but at night that percentage increases to 87%. Most are the result of the pilot making poor decisions. Mark said make better decisions; ask for help, involve your passengers--do you really need to be there today?? One final tip: fly one instrument approach and if you don't make it go to your alternate.

So please be aware of the weather and plan ahead so you may fly again on a day when the weather has less of an impact.

Willerth, Master CFI

Jeanné C Willerth, a 1st-time Master and SAFE member, recently earned her Master CFI accreditation. The 2012 Nat'l FAASTeam Rep of the Year, Jeanné is a flight instructor specializing in primary and instrument training at Lee's Summit (LXT) and Johnson County Executive (OJC) airports. A volunteer Angel Flight pilot, she also serves as a FAASTeam Representative in the FAA's Kansas City FSDO area.

Jeanne´ Willerth
"Master CFI"

Master Instructors LLC takes great pride in announcing a significant aviation accomplishment on the part of Jeanné C Willerth, an independent Kansas City-area flight instructor and resident of Lees Summit, Missouri.

Recently, Jeanné was accredited as a Master CFI (Certificated Flight Instructor) by Master Instructors LLC, the international accrediting authority for the Master Instructor designation as well as the FAA-approved Master Instructor Program.

To help put this achievement in its proper perspective, there are approximately 98,000 CFIs in the United States. Fewer than 800 of them have achieved that distinction thus far. The last 19 National Flight Instructors of the Year or National FAASTeam Representatives of the Year -- including Jeanné -- were Master CFIs (see: http://www.GeneralAviationAwards.org/), while she is one of only 9 Missouri aviation educators who has earned this prestigious "Master" title.

In the words of former FAA Administrator Marion Blakey, "The Master Instructor accreditation singles out the best that the right seat has to offer."

The Master Instructor designation is a national accreditation recognized by the FAA. Candidates must demonstrate an ongoing commitment to excellence, professional growth, and service to the aviation community, and must pass a rigorous evaluation by a peer Board of Review. The process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Designees are recognized as outstanding aviation educators for not only their excellence in teaching, but for their engagement in the continuous process of learning -- both their own, and their students. The designation must be renewed biennially and significantly surpasses the FAA requirements for renewal of the candidate's flight instructor certificate.

"Pondering Final Approach" con't from Pg 4

Okay where do we get the energy to increase our ground speed, IAS constant in the decreasing headwind component as we hold the constant glide angle on final? Two choices: increase power or drop the nose and exchange potential energy of altitude to potential energy due to speed.

By keeping the deck angle constant, fixed distance of the numbers above the glare shield, adding power to restore airspeed is intuitive. Sans electronic glide slope, VASI is too imprecise; one has no way to keep stabilized on final approach using the drop the nose technique to restore IAS. I prefer the add power technique in recips. When flying a jet that is about the time to slow from V-Ref for landing anyhow so doing nothing works out just fine.

For the non-believer, try landing downwind. I'll bet you go way long when the tailwind drops off near the ground causing the airspeed to balloon. Obviously this old guy has too much time to watch and ponder! Fly safe. Dick

Ground Breaking Ceremony for $14.1M Terminal at CNRA

by Debra Potratz

On Wednesday, October 29th at 11:00am, state and local officials, and honored guests gathered together with the Hall County Airport Authority to officially break ground for a new passenger

L to R: Hall County Airport Authority Board Members: Larry Hobbs, Ken Caldwell, Joe Cook, Lynne Werner, Mike Olson and Brian Quandt.

terminal for Grand Island's airport. Grand Island's passenger count has seen a tremendous increase in the past few years and they are anticipating over 60,000 boardings for 2014.

For more than four years, the Hall County Airport Authority has planned for replacement of the present passenger terminal which was constructed in 1954. The new 33,750 square foot facility will serve as a gateway to Grand Island and central Nebraska with designs to include colors and themes from the Platte River, island sandbars, central Nebraska vegetation and wildlife. The terminal will have a covered canopy at the entrance and a jet bridge connecting the terminal to passenger aircraft.

The terminal design will enhance the passenger experience from the curb to the gate and better serve passengers today and in the future. It is slated for completion in the spring of 2016.

State Recognition

Several individuals were recently recognized by Lt. Governor Nelson during ceremonies held at the Capital.

David Morris: 10 Years

David is a long time employee of the state serving 28 years with the State Patrol and as of October, 10 years with the Department of Aeronautics. Starting as a pilot for the department, David is now our Flight Manager.

Marcy Meyer: Mgr. of the Year

While nighttime snow, ice and thunderstorms cause most of us to snuggle deeper into our beds; Marcy and staff are fielding phone calls and ensuring navigational aids are handled safely and in compliance with FAA Standards so as to not imperil the safe navigation of aircraft across our state. Marcy is an excellent role model for other managers communicating conviction, passion and clear expectations. She recognizes and encourages excellent performance in her staff and deftly handles performance deficits by imparting a clear understanding of expected improvements. She knows how to get a job done to perfection and to the satisfaction of all parties.

Barry Scheinost: Employee of the Year

Barry diligently works for the aviation community in Nebraska.

He has a passion and excitement for his work which few people can duplicate. When the FAA made a report public that would eliminate funding for many of Nebraska's airports, he rose to the challenge and worked to restore federal funding eligibility, assuring future development. Barry will either work to find a solution or provide direction, as he is an expert in airfield development. Barry's research and work with airport sponsors will impact aviation development for many years. He is known statewide as a valuable resource for any aviation-related question or concern. Nebraska and the aviation community are fortunate to have Barry working for their cause.

Shane Winn: Employee of the Year

Shane is responsible for keeping five State Patrol aircraft safe and in perfect flying condition. He provided quality mission capable aircraft with 44 scheduled inspections, corrected 102 discrepancies and has had zero missions aborted due to maintenance. Shane has also filled in as a crew member to assist the pilots in completing their mission. His dedication to flight safety goes above and beyond in keeping the Patrol's Aviation Support Division operating at a level second to none.

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Events Calendar

- York Airport (JYR), EAA Chapter 1055 Fly-in breakfast (free will donation) on the 1st Saturday of every month, 8:00am to 10:00am.
- Crete Airport (CEK), EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 8:00am to 10:00am.
January 28-31 NAC Aviation Symposium,Kearney Holiday Inn. More info: www.nebraskaaviationcouncil.org.
February 16-18 NATA Convention, Aerial Applicators. Ramada Inn, Kearney.

Our Newest Pilots

Private Pilots

John M Fischer – Bellevue
Polly K Pearson – Holdrege
Jesse L Tremayne – Lyons
William L Root – Scotia
David J Cintani – Lincoln
Gabriel A P Ferrer – Omaha

Flight Instructor Instrument

Alex A Tatum

Aviation Art Contest 2015

By David Morris

Since 1986, the Nebraska Department of Aeronautics has participated in the sponsorship of an aviation art contest for the benefit of our youth. The program goal is to motivate and encourage young people to become more familiar with and participate in aeronautics, engineering, math and science. The aviation art contest also provides the opportunity to develop an awareness of the role of aviation in our society. Throughout Nebraska we continue to receive generous support from both private and corporate citizens which allows for the success of this program. With participation continuing to increase, the State of Nebraska is committed to continuing the aviation art contest. As a reminder, Aviation Art Contest 2015 will kick off during the month of September. For further information on our Aviation Art Contest call the Nebraska Department of Aeronautics at 402-471-2371 or e-mail David.Morris@nebraska.gov.

2014 Airport of the Year

Please nominate your favorite airport for the Nebraska Airport of the Year and send it to the PIREPS Editor, PO Box 82088, Lincoln, NE 68501.

There will be two airports awarded this year, Part 139 airports and General Aviation airports. Part 139 airports include: Alliance Municipal, Chadron Municipal, Grand Island Central Nebraska Regional, Kearney Regional, Lincoln Municipal, Omaha Eppley Airfield and Scottsbluff Western Nebraska Regional. The second category includes all other airports.

Remember, Albion and Grand Island airports will not be eligible this year, since they were awarded for 2013. Nomination forms can be found on NDA's website at www.aero.nebraska.gov under the title "Airport of the Year form." Return forms by January 7th, 2015 to the editor.